

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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|----------------|--|-----------------|--------------|
| COUNTRY        | USSR   | REPORT NO.      | [REDACTED]   |
| SUBJECT        | Soviet Instructions for Military Train Commanders. | DATE DISTR.     | 15 June 1953 |
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Introduction:

The instructions were drawn up by Lieutenant General (Mech) Vladimir Ivanovich Dmitriyev, chief of the Red Army Transportation Corps, and approved by Army General Aleksey Innokentiyevich Antonov, Chief of the General Staff, on 11 September 1945. The manual was printed in 1946 at the Military Publishing Establishment, managed by Colonel V. L. Zhukov. The composition and printing were supervised by Major G. D. Yurkov. The manual comprises five chapters and eight annexes. <sup>2</sup>

1. Extracts.Chapter I. General.

Paragraph 1: The term military shipment refers both to troop units, headquarters, or elements thereof moved in one train, and individual detachments of military personnel or groups of horses.

Paragraph 2: Each military shipment will be assigned a shipment-record number by the authorized organs of the Red Army Transportation Corps and this number will remain in force for the duration of the entire journey. The shipment-record number will be made known to the entire personnel of the shipment concerned.

Paragraph 3 - 13: Immaterial contents.

Chapter II. Preparations for Loading.

Paragraph 14 - 17: Immaterial contents.

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Chapter III. Loading Operations.

Paragraph 18 - 23: Immaterial contents.

Chapter IV. Discipline during the Journey.

Paragraph 24 - 36: Immaterial contents.

Chapter V. Unloading of the Shipment.

Paragraph 37 - 42: Immaterial contents.

Annex I. Loading Schedule for Military Shipment No....

1. Data concerning the composition of the train.
2. Schedule and conditions for entraining.
3. Appointment of personnel in charge of loading operations.
4. Appointment of personnel assisting the train commander during the journey.
5. Route taken to the point of loading.

Annex II. Hand Signals in Use by the Railroad Establishment.Annex III. Form No.... for Removable Equipment Installed in Railroad Cars. Used for Shipping Purposes.Annex IV. Schedule for the Unloading of Military Shipment No.... (Contains eight points of immaterial content)2. Annex V. Tabulation of Rolling Stock Used for Military Shipments.

| Door<br>Width<br>in mm | Type of RR car   | Load capacity<br>in tons<br>(metric) | <u>Interior measurements in mm</u> |       |        | Floor<br>space in<br>square<br>meters |
|------------------------|--|--------------------------------------|------------------------------------|-------|--------|---------------------------------------|
|                        |  |                                      | length                             | width | height |                                       |
| <u>Boxcars:</u>        |  |                                      |                                    |       |        |                                       |
| 1,830                  | Two-axle stand-<br>ard car without<br>brakeman's cabin                             | 16.5 - 18                            | 6,400                              | 2,743 | 2,220  | 17.65                                 |
| 1,830                  | Same as above but<br>with brakeman's<br>cabin                                      | 16.5 - 18                            | 6,400                              | 2,743 | 2,220  | 17.65                                 |
| 1,830                  | Two-axle SSSR-<br>type car without<br>brakeman's cabin                             | 20                                   | 6,600                              | 2,750 | 2,500  | 18.1                                  |
| 1,830                  | Same as above but<br>with brakeman's<br>cabin                                      | 20                                   | 6,600                              | 2,750 | 2,500  | 18.1                                  |
| 1,830                  | Four-axle SSSR-<br>type car, model<br>1935, without<br>brakeman's cabin,<br>welded | 50                                   | 13,430                             | 2,750 | 2,411  | 36.936                                |

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|       |  |    |        |       |       |        |
|-------|--|----|--------|-------|-------|--------|
| 1,830 | Same as above,<br>but with brake-<br>man's cabin | 50 | 13,430 | 2,750 | 2,411 | 36.936 |
|-------|--|----|--------|-------|-------|--------|

Flatcars:

|   |      |        |                       |                                     |                      |
|---|------|--------|-----------------------|-------------------------------------|----------------------|
| Two-axle stand-<br>ard car (30<br>feet) without<br>brakeman's<br>cabin          | 16.5 | 9,204  | 2,740                 | 230<br>height<br>of side-<br>boards | 25.0                 |
| Same as above<br>but with brake-<br>man's cabin                                 | 16.5 | 8,236  | 2,740                 | 230<br>height<br>of side-<br>boards | 23.6                 |
| Two-axle type<br>SSSR car (30<br>feet) without<br>brakeman's<br>cabin           | 20   | 9,204  | <u>2,750</u><br>2,352 | 625                                 | <u>22.2</u><br>24.22 |
| Same as above<br>but with brake-<br>man's cabin                                 | 20   | 8,364  | 2,660                 | 625                                 | 22.2                 |
| Four-axle, SSSR-<br>type car, model<br>1932, welded,<br>without side-<br>boards | 50   | 12,914 | 2,760                 | -                                   | 35.7                 |
| Four-axle car,<br>reinforced,<br>welded.  | 60   | 13,000 | 3,100                 | 450                                 | 40.3                 |

3. Annex VI. Load Capacity of Standard-Gauge Railroad Cars.

Four-axle passenger cars: 48 men  
 Two-axle boxcars: 36 - 40 men (for a one-day journey: 50 men)  
 Artillery horses with three men as escorts: 6  
 Other type horses: 8  
 Military dogs with assigned personnel: 16  
 Field kitchens for cavalry units: 2  
 Field kitchens for infantry and artillery units: 1  
 Mobile field kitchens: 1  
 Four-axle boxcar: 72 to 80 men (for a one-day journey: 100 men)  
 Artillery horses with 6-man escort detail: 10  
 Other type horses with 6 escorts: 14

| Current No | Items of armament and equipment | To be loaded on |                 |
|------------|---------------------------------|-----------------|-----------------|
|            |                                 | 2-axle flatcars | 4-axle flatcars |
| 1          | 2                               | 3               | 4               |
| 1          | 25-mm AA gun mounted on carts   | 2               | 3               |
| 2          | Same, mounted on trucks         | 1               | 2               |
| 3          | 37-mm AA guns mounted on carts  | 2               | 3               |
| 4          | Same, mounted on trucks         | 1               | 2               |
| 5          | 37-mm U.S. AA guns              | 2x              | 3x              |

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| 1  | 2   | 3              | 4              |
|----|---|----------------|----------------|
| 6  | 40-mm U.S. AA guns  | 2 <sup>x</sup> | 3 <sup>x</sup> |
| 7  | 45-mm AT guns, model 1932 and 1937 without limbers  | 6              | 8              |
| 8  | Same, with limbers  | 4              | 6              |
|    | <sup>x</sup> For every three guns a half flatcar will have to be included for AA machine guns, ZIP. |                |                |
| 9  | 45-mm AT guns, model 1942, with limbers   | 4              | 5              |
| 10 | Same, without limbers   | 5              | 7              |
| 11 | Limbers of 45-mm AT guns  | 10             | 14             |
| 12 | 57-mm AT guns, model 1943, with limbers   | 3              | 4              |
| 13 | Same, without limbers   | 3              | 5              |
| 14 | 76-mm infantry guns, model 1927, without limbers  | 6              | 8              |
| 15 | Same, with limbers  | 4              | 6              |
| 16 | 76-mm infantry guns, model 1943 with limbers  | 4              | 6              |
| 17 | Same, without limbers   | 6              | 8              |
| 18 | Limbers for 76-mm infantry guns   | 10             | 14             |
| 19 | 76-mm division guns, model 1902/30 with or without limbers <sup>4</sup>                             | 3              | 5              |
| 20 | Limbers for same  | 8              | 16             |
| 21 | 76-mm division guns, model 1936 (F-22)  | 2              | 3              |
| 22 | Same (modified) with or without limbers   | 2              | 4              |
| 23 | Standardized limbers for 76-mm division guns, model 1939, and 76-mm infantry guns, model 1927       | 10             | 16             |
| 24 | 76-mm guns, model 1942 (ZIS-5), with or without limbers   | 3              | 5              |
| 25 | 76-mm mountain guns, model 1938, with limbers   | 4              | 6              |
| 26 | Same, without limbers   | 6              | 8              |
| 27 | 76-mm AA guns, model 1938   | 1              | 2              |

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| 1  | 2   | 3              | 4              |
|----|---|----------------|----------------|
| 28 | 76-mm AA guns, model 1931   | 2              | 3              |
| 29 | 76-mm guns for self-propelled mount (SU-76)   | 8              | 16             |
| 30 | 76-mm tank guns   | 12             | 18             |
| 31 | 85-mm AA guns, model 1939   | 1 <sup>x</sup> | 2 <sup>x</sup> |
| 32 | 85-mm tank guns   | 8              | 12             |
|    | <sup>x</sup> For each four guns a half flatcar will have to be included for AA machine guns, PUAZO. |                |                |
| 33 | 90-mm U.S. AA guns  | 1              | 1              |
| 34 | 100-mm guns, model 1944   | 1              | 2              |
| 35 | 107-mm guns, model 1910/30 with limbers   | 2              | 3              |
| 36 | Limbers for the 107-mm guns model 1910/30   | 6              | 12             |
| 37 | 107-mm guns, model 1940   | 1              | 2              |
| 38 | Limbers for the same  | 8              | 16             |
| 39 | 122-mm howitzers, model 1934/37 A-19 <sup>5</sup>   | 1              | 2              |
| 40 | Limbers for the same  | 8              | 16             |
| 41 | 122-mm howitzers, model 1910/30 with limbers  | 3              | 4              |
| 42 | Limbers for the same  | 8              | 16             |
| 43 | 122-mm howitzers, model 1938 with limbers   | 2              | 4              |
| 44 | Limbers for the same  | 10             | 18             |
| 45 | 122-mm howitzers, model 1910/30 and 1938 without limbers  | 2              | 4              |
| 46 | 122-mm guns, self-propelled (SU-122)  | 3              | 6              |
| 47 | 122-mm tank guns  | 5              | 8              |
| 48 | 152-mm howitzers, model 1900/30 with limbers <sup>6</sup>   | 2              | 3              |
| 49 | Limbers for same  | 6              | 12             |
| 50 | 152-mm howitzers, model 1938, with limbers  | 1              | 2              |

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| 1                                       | 2  | 3  | 4              |
|---|--|--|----------------|
| 51                                      | 152-mm howitzers, model 1943                             | 1  | 2              |
| 52                                      | 152-mm howitzers, model 1937 (ML-20)                     | 1  | 2              |
| 53                                      | Limbers for the 152-mm gun-howitzers, model 1937 (ML-20) | 8  | 16             |
| 54                                      | 152-mm gun-howitzers for self-propelled mount (SU-152)   | 3  | 6              |
| 55                                      | 203-mm howitzers, model 1931 (B-4)                       | Two two-axle or four-axle flatcars are required for one gun.               |                |
| 56                                      | 210-mm guns (BR-17)                                      | Three four-axle flatcars and one two-axle boxcar are required for one gun. |                |
| 57                                      | 280-mm mortar (how), model 1939 (BR-5)                   | Two two-axle or four-axle flatcars are required for one gun.               |                |
| 58                                      | 305-mm howitzers (BR-18)                                 | Three four-axle flatcars and one two-axle boxcar are required for one gun. |                |
| <u>Tanks:</u>                           |  |  |                |
| 59                                      | KV and JS type tanks                                     | -  | 1              |
| 60                                      | T-34 tanks   | -  | 1              |
| 61                                      | BT-7 tanks   | 1  | 2              |
| 62                                      | T-26 tanks   | 1  | 2              |
| 63                                      | T-70 tanks   | 2 <sup>x</sup>   | 3 <sup>x</sup> |
|   | <sup>x</sup> On a flatcar without brakeman's cabin.      |  |                |
| 64                                      | T-60 tanks   | 2  | 3              |
| 65                                      | BA-10 armored reconnaissance cars                        | 1  | 2              |
| 66                                      | BA-20 armored reconnaissance cars                        | 2 <sup>x</sup>   | 3              |
|   | <sup>x</sup> On a flatcar without brakeman's cabin.      |  |                |
| 67                                      | BA-64 armored reconnaissance cars                        | 2  | 3              |
| <u>Aircraft and Air Force Equipment</u> |  |  |                |
| 68                                      | Light aircraft   | 1  | -              |
| 69                                      | Twin-engine bombers                                      | One plane on 2 or 3 two-axle flatcars                                      |                |
| 70                                      | Single-engine fighters                                   | 1  | -              |

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| 1                          | 2  | 3   | 4 |
|----------------------------|--|---|---|
| 71                         | Single-engine Stormoviks                                 | Three planes on two two-<br>axle flatcars                       |   |
| 72                         | BZ type fuel tank cars                                   | 1   | - |
| 73                         | VMZ type water - oil trucks                              | 1   | - |
| 74                         | PARM-1 type mobile repair shops                          | 1   | - |
| 75                         | 11-AK type mobile radio stations                         | 1   | - |
| 76                         | 5-AK type mobile radio stations                          | 1   | - |
| 77                         | Mobile photographic laboratories                         | 1   | - |
| 78                         | Engine starters  | 1   | - |
| 79                         | Ambulances   | 1   | - |
| 80                         | Buses  | 1   | - |
| 81                         | Fuel tank trailers                                       | 2   | - |
| <u>Signal Equipment:</u>   |  |   |   |
| 82                         | 5-AK type mobile radio stations                          | 1   | - |
| 83                         | 5-AK type radio stations mounted<br>on carts             | 4   | - |
| 84                         | 5-AK type radio stations mounted on<br>two-wheeled carts | 6   | - |
| 85                         | HUK-type mobile radio stations                           | 1   | - |
| 86                         | Mobile repair shops                                      | 1   | - |
| 87                         | Two-wheeled carts for telephone poles                    | 6   | - |
| 88                         | Two-wheeled carts for cable reels                        | 8   | - |
| 89                         | Two-wheeled carts for telephones                         | 8   | - |
| <u>Engineer Equipment:</u> |  |   |   |
| 90                         | SKS-36 and SKS-6 mobile compressors                      | 1   | - |
| 91                         | AKS-6 mobile compressors                                 | Two two-axle flatcars are<br>required for one set <sup>3</sup>  |   |
| 92                         | AES-1 mobile power units                                 | 1   | - |
| 93                         | AES-3 and AES-4 mobile power units                       | Two two-axle flatcars are<br>required for one set. <sup>3</sup> |   |
| 94                         | Water purification plants                                | 1   | - |
| 95                         | Graders, medium and heavy                                | 1   | - |

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| 1   | 2  | 3  | 4 |
|-----|--|----|---|
| 96  | Saw frames                                   | 1  | - |
| 97  | Unassembled pile-drivers with Diesel hammers | 3  | - |
| 98  | Diesel hammers                               | 10 | - |
| 99  | LSR saws                                     | 3  | - |
| 100 | Power shovels                                | 3  | - |
| 101 | Rollers, attachable                          | 4  | - |
| 102 | Snow plows                                   | 6  | - |
| 103 | BMK towing launch                            | 1  | - |
| 104 | Auto trailers for BMK launch                 | 1  | - |

Buses and tractors:

## Domestic vehicles:

|     |   |                |                |
|-----|---|----------------|----------------|
| 105 | ZIS-101   | 1              | -              |
| 106 | M-1   | 2              | -              |
| 107 | ZIS-5, three-ton<br><sup>x</sup> On two flatcars. | 3 <sup>x</sup> | 2              |
| 108 | GAZ-1, 1½ ton<br><sup>x</sup> On two flatcars.    | 3 <sup>x</sup> | 2              |
| 109 | YAG, 5 ton<br><sup>x</sup> On two flatcars.       | 1              | 3 <sup>x</sup> |
| 110 | GAZ-67, ½-ton                                     | 3              | 4              |

## Foreign vehicles:

|     |   |                |                |
|-----|---|----------------|----------------|
| 111 | MAK, 7-10 tons<br><sup>x</sup> On two flatcars.                   | 1              | 3 <sup>x</sup> |
| 112 | Dodge, 3/4 ton  | 2              | 3              |
| 113 | Willys, ½ ton   | 3              | 5              |
| 114 | Other vehicles from 1½ to 5 tons<br><sup>x</sup> On two flatcars. | 3 <sup>x</sup> | 2 <sup>x</sup> |
| 115 | ChTZ, STZ, and Kommunar tractors                                  | 2              | -              |

4. This is the end of page 41. Pages 42 and 43 are missing. They contain the beginning of Annex VII. Page 44 continues as follows:

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| Branch of service and type of unit   | Time required for entraining and detraining operations |                 |
|--|--|-----------------|
|  | from ramps   | from the ground |
| <u>Tank troops</u>   |  |                 |
| Units without heavy tanks  | 1 hr 15 min  | 2 hrs 30 min    |
| Units with heavy tanks   | 1 hr 45 min  | 3 hrs 30 min    |
| <u>Motorized troops</u>  |  |                 |
| All motorized units  | 1 hr 15 min  | 3 hrs 30 min    |
| <u>Air Force Troops</u>  |  |                 |
| Units without aircraft   | 1 hr 30 min  | 3 hrs           |
| Units with aircraft  | 4 hrs  | 6 hrs           |
| Ground personnel units   | 1 hr 45 min  | 3 hrs 30 min    |
| <u>Technical Troops</u>  |  |                 |
| Railroad, engineer, road construction, and signal units, with train vehicles and equipment | 1 hr 30 min  | 3 hrs           |
| <u>Troops of the rear services</u>   |  |                 |
| Artillery and engineer parks   | 1 hr 30 min  | 3 hrs           |
| Medical and veterinary units   | 1 hr 15 min  | 2 hrs 30 min    |
| Motor transport battalions   | 1 hr 30 min  | 3 hr            |
| Horse-drawn transport battalions   | 1 hr 15 min  | 2 hrs 30 min    |
| Tractor battalions   | 1 hr 30 min  | 3 hrs           |
| Depots and bases   | 1 hr 45 min  | 3 hrs 30 min    |
| Field and army bakeries  | 1 hr 30 min  | 3 hrs           |
| <u>Units of all branches of service without train and equipment</u>                        |  |                 |
|  | 15 min   | 30 min          |

Notes:

1. Loading and unloading times include the time required for the setting up of the loading or unloading devices and the time needed for the inspection of the loaded unit.
2. Loading times will increase by 25 percent in darkness and without lighting facilities.
3. In winter, the unloading times stated for motorized units will increase by 25 percent due to the time required for engine warm-up.
4. For the loading of aircraft, special arrangements will have to be made with the commander of the railroad line or station concerned to have the railroad cars required available in time.
5. Non-compliance with the prescribed times for loading and unloading operations will be recorded in a report by the officer in charge, so as to enable the taking of disciplinary measures against those responsible for delays.
5. Annex VIII is of immaterial content. It contains instructions for the senior person present in a railroad car during a military shipment.

- 25X1A 1. Comment: The manual contains instructions for military train commanders and is similar to those in use in the armed forces of all countries. The Soviet instructions, which date from 1945, apply only to the Soviet-gauge railroad system.

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2. Comment: Army General Aleksey Innokentievich Antonov was mentioned up to 1948 by the Soviet press and radio as Chief of the General Staff of the Red Army. Soviet press reports in 1950 continually mentioned him as being in the Trans-Caucasus area. He is therefore believed to be Commander-in-Chief of the Trans-Caucasus MD, with his headquarters in Tbilisi. From Soviet press reports prior to 1949 it appears that Lieutenant General (Mech) Vladimir Ivanovich Dmitriyev is head of the Chief Directorate for Railroad Transportation in the High Command of the Rear Services.

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Comments:

3. See Dept. of the Army Project 5359, Logistical Guide to Soviet Army Units, and its subsequent revision, for different information.
4. The model probably should be 1902 - 1903.
5. Probably should be 1931/37.
6. Probably should be 1909/1930.
7. A photostat of the manual is on file in the

Enclosure: Photostat of original document. (Army, OCD)

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